AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

LISTING OF CLAIMS:

Claims 1-12 (canceled).

Claim 13 (currently amended): A vehicle comprising:

an engine case containing at least a portion of an engine;

a speed-changing transmission selectively driven by the engine, the speed changing transmission including a shift shaft and a dog; and

a shift control device arranged to perform shift control of the speed-changing transmission, the shift control device including a shift actuator and an actuation force transmission mechanism, the shift actuator being configured to be stroked by a predetermined amount to move the shift shaft and the dog into and out of engagement,

the actuation force transmission mechanism being disposed outside the engine case and being interposed between the shift actuator and the shift shaft, and the actuation force transmission mechanism including:

first and second coupling parts being sized and configured to be coupled together to provide movement relative to each other;

a biasing mechanism arranged to urge the first and second coupling parts toward a neutral position; and

a stopper mechanism arranged to stop the relative movement of the first and second coupling part when one of the first and second coupling parts is moved relatively from the neutral position against urging force of the biasing mechanism and contacts the stopper mechanism; wherein

the actuation force transmission mechanism is arranged to receive a rotational movement input from the shift actuator and output a rotational movement to the shift shaft.

Claim 14 (canceled).

Claim 15 (previously presented): The vehicle according to Claim 13, wherein the first and second coupling parts are coupled so as to slide relative to each other.

Claim 16 (previously presented): The vehicle according to Claim 15, wherein the biasing mechanism includes a compression spring.

Claim 17 (previously presented): The vehicle according to Claim 13, wherein the first and second coupling parts are coupled for at least rotational movement relative to each other.

Claim 18 (previously presented): The vehicle according to Claim 17, wherein the biasing mechanism includes a leaf spring having an elongated, rod shape.

Claim 19 (previously presented): The vehicle according to Claim 17, wherein the actuation force transmission mechanism is disposed on the shift shaft.

Claim 20 (previously presented): The vehicle according to Claim 19, wherein the actuation force transmission mechanism is disposed on a gear shaft of a speed reduction mechanism coupled to the shift actuator.

Claim 21 (previously presented): The vehicle according to Claim 13, wherein the shift actuator is coupled to the shift shaft via a coupling mechanism arranged to transmit an actuation force of the shift actuator to the shift shaft, the actuation force transmission mechanism is held by the coupling mechanism.

Claim 22 (previously presented): The vehicle according to Claim 21, wherein the transmission mechanism is provided in a case held by the coupling mechanism.

Claim 23 (previously presented): The vehicle according to Claim 13, wherein the shift actuator is coupled to the shift shaft via a coupling mechanism arranged to transmit an actuation force of the shift actuator; the coupling mechanism being of adjustable length.

Claim 24 (previously presented): The vehicle according to Claim 13, wherein one of the first and second coupling parts is operatively connected to the shift shaft and the other of the first and second coupling parts is operatively connected to the shift actuator.

Claim 25 (new): A vehicle comprising:

an engine case containing at least a portion of an engine;

a speed-changing transmission selectively driven by the engine, the speed changing transmission including a shift shaft and a dog; and

a shift control device arranged to perform shift control of the speed-changing transmission, the shift control device including a shift actuator and an actuation force transmission mechanism, the shift actuator being configured to be stroked by a predetermined amount to move the shift shaft and the dog into and out of engagement;

the actuation force transmission mechanism being disposed outside the engine case and being interposed between the shift actuator and the shift shaft, and the actuation force transmission mechanism including:

first and second coupling parts being sized and configured to be coupled together to provide movement relative to each other;

a biasing mechanism arranged to urge the first and second coupling parts toward a neutral position; and

a stopper mechanism arranged to stop the relative movement of the first and second coupling part when one of the first and second coupling parts is moved relatively from the neutral position against urging force of the biasing mechanism and contacts the stopper mechanism; wherein

the transmission mechanism is arranged such that, when a resistive force acts against the movement of the transmission mechanism, the first coupling part moves relative to the second coupling part against the urging force of the biasing mechanism until the first coupling part is stopped by the stopper mechanism, and wherein in response to a continuing resistive force, the first and second coupling parts move together upon the first coupling part being stopped by the stopper mechanism.

Claim 26 (new): The vehicle according to Claim 25, wherein the first and second coupling parts are coupled so as to slide relative to each other.

Claim 27 (new): The vehicle according to Claim 26, wherein the biasing mechanism includes a compression spring.

Claim 28 (new): The vehicle according to Claim 25, wherein the first and second coupling parts are coupled for at least rotational movement relative to each other.

Claim 29 (new): The vehicle according to Claim 28, wherein the biasing mechanism includes a leaf spring having an elongated, rod shape.

Claim 30 (new): The vehicle according to Claim 28, wherein the actuation force transmission mechanism is disposed on the shift shaft.

Claim 31 (new): The vehicle according to Claim 30, wherein the actuation force transmission mechanism is disposed on a gear shaft of a speed reduction mechanism coupled to the shift actuator.

Claim 32 (new): The vehicle according to Claim 25, wherein the shift actuator is coupled to the shift shaft via a coupling mechanism arranged to transmit an actuation force of the shift actuator to the shift shaft, the actuation force transmission mechanism is held by the coupling mechanism.

Claim 33 (new): The vehicle according to Claim 32, wherein the transmission mechanism is provided in a case held by the coupling mechanism.

Claim 34 (new): The vehicle according to Claim 25, wherein the shift actuator is coupled to the shift shaft via a coupling mechanism arranged to transmit an actuation force of the shift actuator; the coupling mechanism being of adjustable length.

Claim 35 (new): The vehicle according to Claim 25, wherein one of the first and second coupling parts is operatively connected to the shift shaft and the other of the first and second coupling parts is operatively connected to the shift actuator.